

cent. last year, and on the main line, which runs from the capital to western Japan, there was an increase of 15 per cent. The Japan stock is not watered, as ours is, and there is no cutting of rates. The only thing that pays a profit to the United States government is the patent office. We are losing millions now on our post office contracts—Japan is making money on everything, and it has as cheap postal rates and telegraph rates as we have. Nearly all the railroad stations have telephone or block signaling instruments. All have telegraph stations and they carried last year nearly a million messages. Their railways are of English construction, with one single exception. This is a line 200 miles long, which runs through the island of Yezo, and which was built by American engineers with American rolling stock. It was opened in 1880, and it is, I am told, paying very well. The Japanese are now going to make their own engines. They have works at Tokyo and Kobe, and they have been building freight and passenger cars for sometime. I am told that fifty new railways are contemplated, and that the charters for these have been applied for, and a number of them already granted.

A RIDE ON A JAPANESE RAILROAD.

The Japanese cars have three classes—first, second and third. The first class is almost altogether like the English coaches, except that you enter at the end instead of at the side of the cars. The cars are divided up into compartments, with doors running through them. The first-class fare is about three cents per mile. The second-class, two cents per mile, and the third class, one cent per mile. All these fares are in silver, which is just half the amount figured in American money, so that Japan has about the cheapest fares in the world. The second-class cars are for all the world like an American street car, with wide cushions running under the windows. They are well upholstered and very comfortable. They are seldom filled and are used largely by the well-to-do Japanese. There are doors at the side, near the end, and these open directly onto the stations and not onto a vestibule as with us. You find all classes within them, and you may ride for hours with pretty Japanese girls, Buddhist priests and the thousand and one characters which make up the life of Japan. Many of the Japanese women squat on the seats, tucking their long gowns under their knees and exposing about an inch or two of bare skin between their little foot mittens and their kimonos. You meet many Japs in European clothes, and now and then one will take off his Japanese clothes, pull a foreign suit out of his bag and dress in the car right before your eyes. No one pays any attention, nor seems to think it strange.

THE THIRD-CLASS CARS.

The third-class cars are uncushioned, and they are filled with the proper classes, who trot through the stations in clogs, many of them having their dresses pull up to their knees. They carry their baggage on their backs, and push and crowd in. They patronize the station restaurants, and every time the train stops there are peddlers of cookies and tea who come to the car windows. You buy all sorts of food very cheap, and you can get a teapot of Japanese tea, with a teacup on top, anywhere. I remember riding one day with Mr. John

W. Thomson, a Washington banker, and when the hour of lunch came we concluded to buy two pots of tea. I got them and offered the man ten cents. He looked rather queer, and I thought I had not given him enough, and was about to hand him out twenty more, when, to our surprise, he gave me back five cents, and our guide told us that we were to keep the pots and the cups. This was two teapots, two cups and about one quart of tea for the sum of five cents, or for two and a half cents in American money. Such a teapot at home would cost at least twenty-five cents, and other things were proportionately cheap. There is no place in the world where you can travel better and more cheaply than in Japan, and there is no place where you can get so much for the money. There are good hotels everywhere, and the best hotels of Tokyo, Yokohama and Kobe are equal to the best hotels in New York. The hotel rates at the best houses are from four to five dollars a day in silver, which is just half those amounts when reduced to American money. Clothes and other things are proportionately cheap, and carriages—you ride about, you know, in jinrikishas—cost you from ten to fifteen cents an hour.

JAPAN'S POSTAL SYSTEM.

Speaking of Japan's postal system, the people are as great letter writers as any you will find in the world, and they use the post office and telegraph freely. You must remember they had no postal system whatever about twenty years ago. Still, they carried last year over two hundred and twenty million letters, and more than fifty million newspapers, while five million books went through the mails. They have a money order system, and they make postal cards much cheaper than we do. They make their own postage stamps, and they do the postal work of the east coast of Asia. If you wish to send letters from Shanghai, China, you put Japanese stamps on them—or you did before this war began—and they had also their post offices in Korea. Their mails are as safe as ours, and it is an interesting thing to know that their postal service was modeled after that of the United States. It was founded by Mr. Samuel Bryan of Washington, who left the Post Office department here to go to Japan for that purpose. He did a good job, and America has reason to be proud of the work.

THE "HELLOA GIRLS" OF JAPAN.

Japan has now a number of "helloa girls," and in the "Central" station at Tokyo I saw about fifty of them, with black rubber receivers about their ears, screeching Japanese answers over the wire. The telegraph system is also growing, and Japan sent last year more than 5,000,000 telegraphic dispatches. The country is, in fact, growing so fast that it is impossible to keep track of it, and it publishes now almost as many newspapers as we do, in proportion to its people. There are more than 200 different journals published in Tokyo alone, and Japan issues more than 200,000,000 copies of newspapers a year. Every one reads the newspapers, and I have seen jinrikisha men pull papers out of their pockets and sit down and read while I went in to make a call. The newspapers pay fairly well, and they are circulated by newsboys, who go about with bells in their hands, which they ring as they call out the name of their

journals. Nearly every paper had had one or more correspondents in Korea, and nearly all of them have had illustrations by their special artists on the ground. Some of their artists command very high prices, and I have had illustrations for my letters made by the best of them. They have their reporters everywhere, and I was interviewed a dozen times during my stay in Japan, and I met a number of editors. The government has, however, had a very rigid censorship of the press during the present war, and a number of the papers have been warned that they would be suspended if they made premature reports. Editors are now punished nearly every day, and the real names of the editors do not appear in the papers. The names which are published as those of the editors represent poor scribblers, who are paid from \$20 to \$30 a month, and who expect to take the blame if the paper gets into trouble. They are ready to be dragged off to prison and serve out any sentence that the court may impose upon them, for the improper statement published by the papers, and, provided their salaries go on, they don't care how long their sentences last.

Frank G. Carpenter

AN EARLY MISSION TO EUROPE.

September 22nd 1860. Salt Lake City.—At the Historian office, I received from under the hands of seven of the Twelve Apostles, a blessing and setting apart for a mission to Europe. Lorenzo Snow being mouth, J. V. Long reporter.

My cousin Jesse N. Smith, William W. Cluff, John P. R. Johnson, and myself arranged a light wagon, one horse and harness each, provisions, bedding etc., ready for starting; and on the evening of the 25th we attended a party at the social hall under the auspices of the presidency, especially in behalf of the missionaries going east. President Young said he never felt better in his life. He blessed the Elders in the name of the Lord and we received our licenses. Mine had written on the back "Elder Smith is expected to labor on the continent of Europe, under the direction of the Twelve." We had a joyful time together.

Wednesday 26th we bade adieu, received the parting blessings of all and at two p. m. started for Europe. Before reaching the Weber river the company chose Claudius V. Spencer captain of travel under the direction of the Apostles three of whom were with us. Some twelve or fourteen wagons were in company.

October 3rd 1860.—We passed Fort Bridger and on the 8th crossed over the South Pass. Upon the 18th we passed Fort Laramie at 2 p. m. The road is lined with teams enroute for Denver and the Pike's peak mines.

We arrived at Florence (our old "Winter Quarters") on the 6th of November. I located for a few days to revisit at my old friend's William D. Johnson, and slept with Elder J. D. T. McAllister, my feet being badly swollen and very lame.

On the 13th the Elders had all gone except Elder John T. Gerber who remained with me as his mission is to be with me in Switzerland. Brother William D.